

**NEWS BY TELEGRAPH**

**Burning of Adams & Co.'s Freight Car—**  
**Blot at Baltimore, &c.**

BALTIMORE, Feb. 9, 1881.

Adams & Co.'s freight car, on the Philadelphia road, caught the last night, on its way to Baltimore, and was nearly burnt up, with all its contents. The goods lost were valued at from \$3,000 to \$4,000.

The police undertook to arrest a gang of rowdies who were fighting this afternoon, and were loaded with pistols. A boy, named George Moreland, fifteen years of age, shot officer Orange; the bullet entering his cheek, and coming out at the back of his head. He is still alive.

We have received no mail south of Wilmington.

**Governor Quitman and Jenny Lind.**

NEW ORLEANS, Feb. 7, 1881.

The Governor has appeared in Court, and given bail for his future appearance. He asked for a speedy trial.

Jenny Lind has been welcomed here with tremendous enthusiasm.

**The Revenue Cutter Campbell.**

NOBOLDS, Feb. 8, 1881.

The United States revenue cutter Campbell, hence for New York, with articles for the World's Fair, has put back in distress, having lost sails, &c.

**Meteorological Observations, Feb. 9.**

BY RAIN'S LINE—OFFICE 23 WALL STREET.

PHILADELPHIA.—At noon, to day, the weather was sleety, dark and cloudy, with the thermometer at 30. By midnight,—it was drizzling rain and sleet at noon, at which time the thermometer was standing at 31.

WILMINGTON.—At meridian the thermometer was at 32, the sky cloudy sleet falling and wind northeast.

WASHINGTON.—The thermometer was at 32 at 12 M., and rain and sleet were falling.

**NEWS BY THE MAILS**

**Our Washington Correspondence.**

WASHINGTON, Feb. 7, 1881.

arranged—The World's Fair—Frigate St. Lawrence, etc., etc.

Name of State.	No. of Returns received.	No. of Returns not received.
Alabama, N. and S.	47	34
Arkansas	39	9
California, E. and W.	9	14
Connecticut	37	9
Delaware	14	14
Florida, N. and S.	13	13
Georgia	84	10
Illinois	70	Not known.
Indiana	161	5
Iowa	25	None.
Kentucky	177	None.
Louisiana, E. and W.	54	11
Maine	108	None.
Maryland	18	1
Massachusetts	163	do.
Michigan	10	do.
Minnesota	9	None.
Missouri	67	9
Mississippi, N. and S.	61	None.
New Hampshire	37	None.
New Jersey	79	1
New York	264	81
North Carolina	87	2
Ohio	213	2
Pennsylvania, E. and W.	68	2
Rhode Island	26	None.
South Carolina	314	8
Tennessee, E. M. and W.	43	14
Texas	19	17
Vermont	12	None.

Virginia, E. and W. Wisconsin. . . . . 43 . . . . . None.

1. To present, in a tabular form, the population of Pennsylvania as it has increased her population since 1840, thirty-one per cent; New York, twenty-seven per cent, and Ohio, thirty per cent.

2. To understand the plan of the Superintendent, Mr. J. G. C. Kennedy, for the compilation and publication of the "Census of the State of Pennsylvania."

First. To classify the population of the different States, male and female, white and black, free and slave, as they were classified in 1840. In addition, to give, in a condensed table, the number of persons of each sex, male and female, white and colored, and mulatto, living in each of the United States, of every age, from less than one to one hundred and upwards. It is also intended to classify the population from foreign countries, and show what number of the population of each State came from foreign States, and what number from the United States, shown to what other States each separate State was indebted for as many of the resident population as were born in other States of the Union; and classification of trades, professions, and occupations of each sex, and each age.

The second volume will contain an account of the statistics of disease and mortality, giving a tabular account of deaths, with ages, diseases, sex, and condition, and arranged to show the application of the law to each month in the year. This volume will also show all the facts relative to the deaf and dumb, the blind, insane and idiotic; together with the statistics of pauperism and crime. It will also contain the facts relative to education, including an account of the number of the different colleges and schools, and the number of students; the dumb, insane, idiotic, &c., the number of public

libraries, newspapers, periodicals, and statistics relative to churches. Also, an account of the date of the settlement and the date of organization of the churches, and a full account of their general physical features, the railroads, bridges, canals, banks, insurance companies, &c. &c.

Volume three will contain an account of the mechanical and agricultural productions of each State, with an estimate of the value of real and personal estate, and the annual taxes levied on each.

There are ample materials for three folio volumes for the enumeration of all these facts, which will then be presented in a form keeping with their vast importance and interest.

For the purpose of preparing the articles for the world's fair, is to sail to-morrow, as I wrote you several days since. A good deal of difficulty has been experienced in getting the goods on board, which can best be explained by the subjoined letter from Mr. Stansbury, a copy of which I have been kindly permitted to take:—

NEW YORK.

WEDNESDAY, FEB. 8, 1851.

The history of my last twenty-four hours is rather eventful one. I received a letter from the Hon. W. L. A. S. Secretary of the Treasury, about a clock, which is as follows:—

"The goods which you have the difficulty and delay in sending the goods from Boston. Please advise by telegraph immediately if all the goods at New York are on board, and the earliest hour the freight could sail for New Orleans, to take the earliest steamer, are there for prompt action and exertion will be necessary."

To this I replied at once, stating that all the goods that had yet been sent to the wharf lay, were on board, and that the steamer would be to be shipped through this port, relying on the assurance that such ship would not sail till Saturday.

I afterwards thought it would be best to get the matter settled by telegram. Therefore, I addressed a note to the Commandant of the ship, and asked him to send me by free transportation. This note is now gone by a special messenger to Princeton, with directions to the Commandant to telegraph to Trenton, or to Philadelphia, and telegraph the result of the action of this action to Mr. Hodge, by telegraph.

This morning I sent to Mr. Hodge a request to obtain an telegram from the Commandant of the ship to the Commandant of the Philadelphia yard, to deliver to me the permission which I had in the expectation of receiving the permission asked from Com. Crockett.

If the ship moves tomorrow, I shall have the goods here by Friday morning at latest.

This morning I sent a despatch to Mr. Hooper, of the Philadelphia goods, and I had done with regard to the same arrangement with regard to the Boston goods.

My reply is, "a portion of your goods cannot be sent by rail, and the remainder of your goods, the Despatches were sent to Washington yesterday on the subject, that the ship could not will leave here before Saturday—that delay would occur if she had to touch at Boston. I asked what he proposed to do? but no reply has reached me yet."

Since the above was written, I have received the following—

"The order requested has been sent to the Commandant at Philadelphia and the sailing of the frigate has been delayed until your goods are received. The ship will now get her away soon."

— W. L. HODGE.

"Assistant Sec. Treasury."

I have now full powers, and feel satisfied that I shall be able to do all that is required.

Yours truly,  
GUS. F. STANBURY.

Any goods which may not have been forwarded in time for the St. Lawrence will have to be sent by private conveyance, as no other government vessel will be sent. Some dissatisfaction, it is said, exists, in consequence of Southampton having been selected, many of the articles being put up in such a manner as not to bear land transportation, and directed to particular houses in London.

Mr. Stansbury will be sent, by the Central Committee, to England, to superintend the unloading of the St. Lawrence.

WASHINGTON, Feb. 8, 1851.

*Clerk of the Week.*

There are several subjects which the House seem disposed to discuss as long as they can, to wit:—French spoliation, the tariff, rivers and harbors, and questions of that sort. They appear to be anxious to stave off the real issues of the session to the last moment; and then, in the indiscriminate rush